

TELETYPE
FORM NO. 51-4AA
FEB 1952

Document No. **505**
 No Change in Class. ☐ 50X1-HUM
☐ Deleted
 Class. Chg. ☐ TS **6**
 Auth: **100-2**
 Date: **SEP 12 1978**

CENTRAL INTELLIGENCE AGENCY

CLASSIFICATION

CONFIDENTIAL CONTROL - U.S. OFFICIALS ONLY
 SECURITY INFORMATION

INFORMATION REPORT

REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 9 April 1952

SUBJECT Wittstock Airfield

NO. OF PAGES 2

DATE OF INFO.

NO. OF ENCLS.
(LISTED BELOW)

PLACE ACQUIRED

SUPPLEMENT TO 50X1-HUM
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

50X1-HUM

1. The following aircraft counts were made during the period under review:
 - 25 January : 24 MIG 15's, 4 type 29
 - 8 February : 24 MIG 15's, 2 type 29
2. On the 25 January flying activity was observed between 0915 and 1600 hours.
3. In conditions of low cloud, 4 type 29 aircraft took off singly and at intervals of 5 minutes. They circled the airfield below cloud base for periods of 20 minutes. The aircraft took off and landed in an easterly direction.
4. 24 MIG 15's stood in front of the hangars but were not apparently in use during the day.
5. On the 8 February, 2 type 29 aircraft were airborne between 1000 and 1030 hours. In brilliant sunshine the first machine took off in a westerly direction and commenced to circle the airfield, always keeping within sight. It was followed at 1015 hours by the second plane. At 1030 hours both machines landed within a minute of each other. They immediately taxied to the hangar. 15 minutes later there was a sudden heavy snow storm. Following the snow storm further flying activity took place until 1330 hours, but was not closely observed.
6. On the 28 January, the canteen in the barrack building, immediately to the north west of the sports field, was destroyed by fire. The mess which it served seated between 250 - 300 people. It was used by ground staff officers up to, and including the rank of captain, doctors, nurses and Russian women. Work on the rebuilding of the canteen is going on day and night. Meanwhile measures have been taken to feed the officers concerned in another wing of the same block and in temporary accommodation in the workshops west of the hangars.

CLASSIFICATION

CONFIDENTIAL CONTROL - U.S. OFFICIALS ONLY

STATE	X	NAVY	X	NSRB															
ARMY	X	AIR	X	FBI															

~~CONFIDENTIAL~~ CONTROL - U.S. OFFICIALS ONLY

- 2 -

7. The building, immediately to the south of the repair hangar, which was formerly used for stores and aircraft parts, is now used as a tailor's shop for the Russian women. Two German women are employed there to repair and make alterations to uniforms.
8. The wooden fence on the west side of the airfield has been completed. The north side of the airfield is still bounded only by a wire fence. On the south side of the airfield the wooden fence has been taken down and replaced by a similar fence. The wood is being supplied by the requisitioned sawmills at Gadow, 7 kilometers south east of Wittstock. A pedestrian of average height is no longer able to see into the airfield from the Wittstock-Alt-Daber road. A cyclist on the same road can, however, obtain a good view of the airfield.
9. The radar installation in the former gas chamber, 200 meters east of the hospital has not been moved.
10. On 1 February, six soldiers left the barrack building between the hospital and this installation. They entered one of the signals trucks adjoining the former gas chamber. After 10 minutes, they left the signals trucks with 3 tin boxes, approximately 50 cms long, 50 cms broad and 25 cms in depth. Each box was carried by 2 soldiers and appeared to contain something heavy. The soldiers, who wore blue shoulder-boards with black piping, carried the boxes back into the barrack buildings.
11. On the 8 February, at 0945 hours, a party of one officer and ten EMS, marched from the barracks to the radar installation. Four soldiers entered one signals truck while six entered the second. At 1005 hours a two-cycle engine was heard to start up in the concrete pillbox. Ten minutes later the radar installation started to revolve in a clockwise direction through 360 degrees. It started quickly and then settled down to a rate of approximately ten revolutions a minute. On five occasions it was noticed that the apparatus stopped and pointed in the direction of an aircraft which had just started up on the airfield. The aircraft took off and circled the airfield. The apparatus did not seem to follow the flight of the aircraft but on each occasion re-commenced the regular ten revolutions a minute. At 1100 hours the motor was turned off and ten minutes later the officer and ten men marched back to the barracks. This was the only occasion during the period under review that the installation was seen in operation.
12. The site of the radar installation, 30 meters to the south of the MVD building, is still empty, and the nearby dug-out is no longer occupied.

50X1-HUM

~~CONFIDENTIAL~~ CONTROL - U.S. OFFICIALS ONLY